Major and medium irrigation projects

969. SHRI SHANKER SINGH VAGHELA; Will the Minister of IRRIGATION be pleased to state:

(a) what is the State-wise number of major and medium irrigation projects;

(b) what is their original estimated cost and the up-to-date estimates of revised cost of each one of them; and

(c) the names of those projects which started during the Third Five Year Plan period and are yet to be completed and the amount of estimate escalation of cost in each case?

THE MINISTER OF STATE IN THE MINISTRY OF IRRIGATION (SHRI RAM NIWAS MIRDHA): (a) State-wise number of major irrigation projects is given in Statement—I. State-wise number of medium irrigation projects is given in Statement—II.

(b) Original estimated costs and revised estimated costs of on-going major and medium schemes of Vlth Plan as available are given in State. ment—III.

(c) Information relating to Major Projects as available is given in Statement IV *[See* Appendix CXXX]. Annexure No. 25 for Statements I to IV) Similar information for Medium Projects is not maintained at the Centre.

Railway lin$_e$ between Lalmatia to Pirpanti

970. SHRI ASHWANI KUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) what is the present position of the project for connecting the railway line between Lalmatia to Pirpanti Io the main line between Sahibganj and Juil; and

(b) what will be the cost of the project and by when it is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY: (a) and (b) A preliminary engineering-cum-traffic survey for a new BG line from Lalmatia to Kahalgaon (which is already linked to Pirpanti by BG line) is presently in progress. A decision on the project will be taken after the survey has been carried out and the report examined, subject to availability of funds, and clearance by the Planning Commission. The cost of the project is not known, at present.

Railway container service

971. SHRI KAILASH PATI MISHRA: WiH the Minister of RAILWAYS be pleised to state:

(a) whether it is a fact that in 1971-72, the railways could have about 46 loadings per container;

(b) what is the number of loadings per container in each of the last three years and in the current year and whether there is a steep decline, if ro, what are the reasons therefor;

(c) whether it is a fact that railway container service was unable to compete with road transport due to poor quality of service and rates; and

(d) whether it is also a fact that but for the inefficiency of its ro *id* units, long transit time, and detention of containers, more than 950 containe'-s co.uld have been available, augmenting earnings by about Rs. 2.4 crores per year?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY): (a) Yes, Sir.

(b) The number of loading per container, per year, for the last three